

Gaining in Popularity
PRINZ LUDWIG
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
Per Case of 6 Dozen Plates
\$18.00
H. Price & Co.
12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

DISTILLERS CO., LTD.
EDINBURGH.
OLD TOM
AND
D. C. L.
DRY GINS.
Per Dozen \$8.50.
Sole Agents
H. Price & Co.
12, Queen's Road.

No. 13,177

號六廿月六年五零百九千一英

HONGKONG, MONDAY, JUNE 26, 1905.

日四廿月五年巳乙

PRICE, \$3.00 Per Month.

MACWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for
Europe and Goods shipped to all parts
of the World.
All Expenses, including Duty and other
charges, can be paid by sender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment or Transshipment.
Estimates for Freight and other charges
upon receipt of Cubic Capacity, Contents,
Weight and Value.
CHINA PARCEL EXPRESS.
Office—3, DUNDRELL STREET.
Hongkong, December 5, 1904. 1815

Intimations.

WILLIAM POWELL, LIMITED.
NOTICE TO SHAREHOLDERS.
THE TRANSFER BOOKS AND SHARE
REGISTER of the Company will be
CLOSED ON WEDNESDAY, the 28th
JUNE to SATURDAY, 1st JULY next,
both days inclusive, during which period
no Transfer of Shares can be registered.
By Order of the Board,
E. A. MOUNTFORD WILLIAMS,
Secretary.
Hongkong, June 23, 1905. 1214

REWARD OF \$5,000.

OFFERED by the Undersigned for the
Arrest and Conviction of any person
or persons who are in the habit of Smug-
gling large Quantities of Opium into this
Colony.
CHIN JOO HENG CO.,
OPIMUM FARMER.
Hongkong, June 19, 1905. 1179

WANTED.

A EUROPEAN FOREMAN, capable
of managing Chinese.
Apply
CHINA & JAPAN TELEPHONE
CO., LTD.,
100, HOUSE LANE.
Hongkong, June 20, 1905. 1188

BOARD AND RESIDENCE.

THE Proprietress of the 'TANG
YUEN' is removing on the 1st
July, and is opening a larger Boarding
House at 'BRAESIDE' 20, MACDON-
NELL ROAD, where the accommodation
comprises large Dining and Reception
Rooms, large and well-furnished Bedrooms,
Drawing Rooms, and large Garden, with
fine view of the Harbour.
Address: Mrs F. W. WATTS,
'TANG YUEN' 20, Macdonnell Road.
Hongkong, June 19, 1905. 1174

SELECT BOARD & RESIDENCE AT 'BRAESIDE.'

A LARGE and COMMODIOUS
RESIDENCE stands on its own
grounds, with Tennis Court, Good Dining
and Reception Rooms, large, airy and
nicely furnished Bedrooms, every home
comfort. Fine view of the Harbour. Terms
Moderate. Apply to
Mrs F. W. WATTS,
BRAESIDE, 20, MACDONNELL ROAD,
(Late of 'TANG YUEN').
Hongkong, June 19, 1905. 97

COMMERCIAL UNION ASSUR- ANCE CO., LTD.

ASSETS EXCEED \$70,000,000.
FIRE, MARINE, TYPHOON, ACCI-
DENT, PLATE GLASS INSURANCE
and FIDELITY Guarantee Policies issued
at Lowest Current Rates.
W. H. TRENCHARD DAVIS,
Branch Manager & Underwriter.
Hongkong, June 9, 1905. 1128

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
HERALD THE PRINCE OF WALES
Supplied at all the Leading Clubs and
Hotels, and to be obtained from **LANE**
CRAWFORD & Co., Queen's Road
Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR
THE PULSOMETER ENGINEERING CO., LD.
STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. FOYAL, 2,538 tons, Captain C. V. Morris.
s.s. PATSIAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,993 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.
Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and
returning from Macao at 7 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVA-
TION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 589 tons, Captain W. A. Valentine.
s.s. NANNING, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 873 Tons, Captain B. Branch,
Makes a Round Trip to Wuchow (calling at all ports en route) and back every 6 days.
This Fine New Steamer has Excellent Saloon Accommodation and all Modern
Comforts.

Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.
AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply, THE MANAGERESS.
Hongkong, June 21, 1905. 1151

CLARK'S STUDIO,

4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1904. 1812

LANE, CRAWFORD & CO.

'VETO' GOLOSHES

LADIES' \$2.00 PER PAIR. GENTLEMEN'S \$2.50 PER PAIR.
SMART APPEARANCE. LIGHT WEIGHT. EASILY ADJUSTED.
Hongkong, June 23, 1905. 1208

BOARD AND RESIDENCE,
WITH PRIVATE FAMILY, Good
Locality, Tennis Court,
Apply
Care of 'CHINA MAIL' Office.
Hongkong, June 23, 1905. 1209



CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.
FOR TERMS, APPLY TO THE MANAGER.
Hongkong, April 18, 1905. 504

CHIEF WING & CO. 教

24 & 26, LEE YUEN STREET (WEST)
HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON-WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHOPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.
All Work done in this Establishment
is promptly executed. Neatness a
Speciality. Ironing and Washing done by
experienced Japanese. Prices Moderate.
U. MONTE, Proprietor.
Hongkong, February 13, 1905. 908

Business Notices.

BELL'S ASBESTOS

EASTERN AGENCY, LTD.

ENGINE PACKINGS AND JOINTINGS

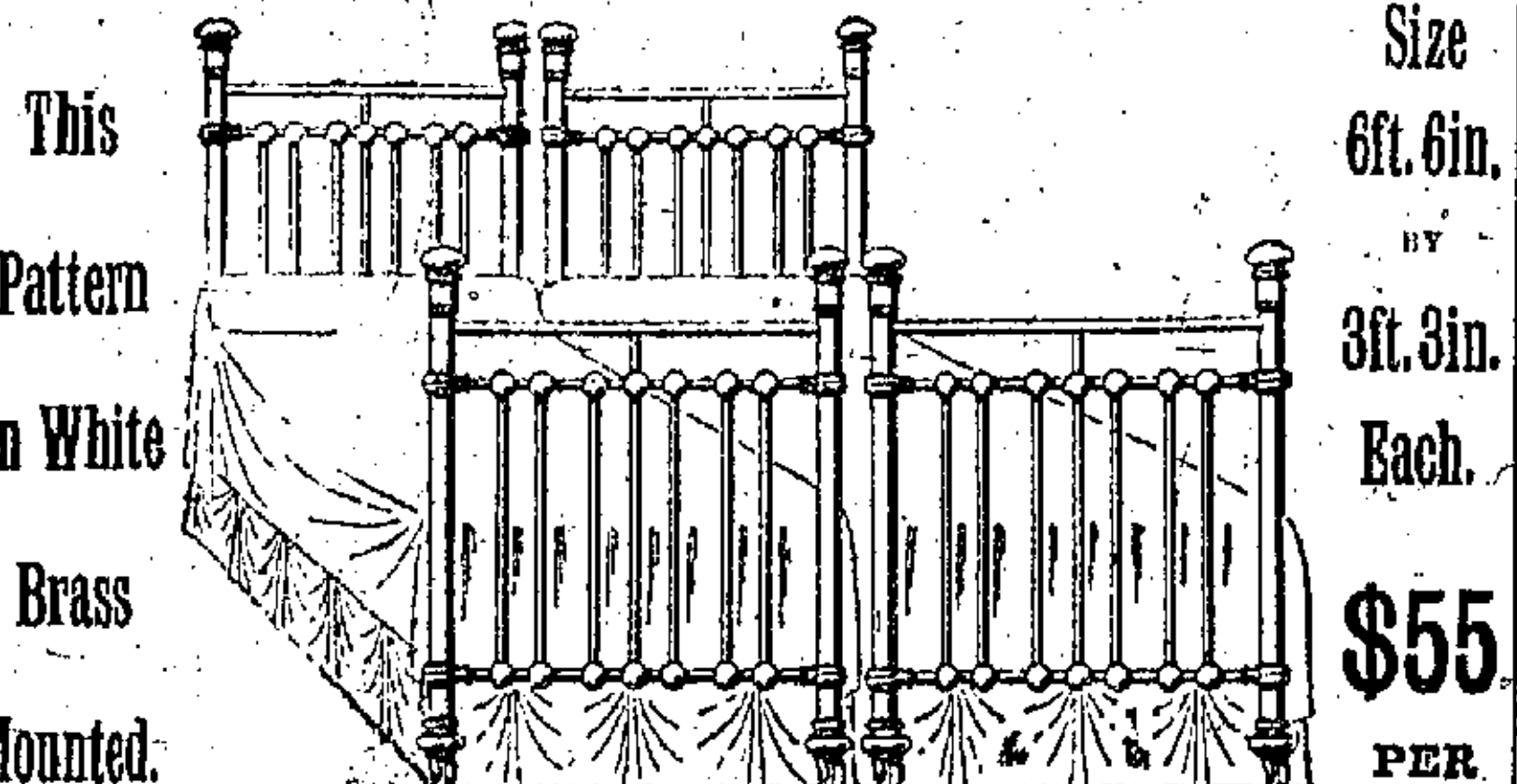
FOR HIGH OR LOW PRESSURES.
PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.



LANE, CRAWFORD & CO.

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL
Terms:—From 42s. per day. TOWN OFFICE:—3, DUNDRELL STREET.
Hongkong, March 27, 1905. 18

STAG HOTEL,

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
HONGKONG, November 3, 1904. THE MANAGER. 1985

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.
THE Public are informed that my Parlours are open from 9 a.m. till 9 p.m. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmonious, and produce a charming effect not
attainable by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 21, 1904. 1419

N. LAZARUS, 10, D'AGUILAR

OPTICIAN, HONGKONG.
SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1777

IF YOU WANT A GOOD STEAK

VISIT
SAM NEWMAN'S SILVER GRILL ROOMS,
37, DES VŒUX ROAD.
Hongkong, March 29, 1905. 509

GREGOR & CO.,

34, QUEEN'S-ROAD-CENTRAL, 1ST FLOOR.

BRANDIES

FROM
MARIE BRIZARD & ROGER, COGNAC.
FROM \$19.20 TO \$126 PER DOZEN.

THE LARGEST AND MOST VARIED STOCK OF BRANDY
IN THE EAST.
Hongkong, June 26, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.
\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.
Hongkong, March 7, 1905. 2653

FAIRALL & CO.

SEASON'S NOVELTIES
IN ALL DEPARTMENTS.
NEW CONSIGNMENT OF
CHILDREN'S SHOES & SANDALS.
DRESSMAKING A SPECIALITY.
22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.
Hongkong, May 20, 1905. 1958

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRA.
A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINE.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.
Hot and Cold Water throughout. Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply
THE MANAGER. 29

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, August 1, 1904. 1418

'NESTOR'

SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.
NEW STOCK JUST LANDED.
Foster's Self Playing Bridge Cards. Quill Tooth Picks.
Date Stands. Patent Envelope Fasteners and Red Seals.
Combined Box Snow White Correspondence Cards and Envelopes.
Sultan and Pasha Egyptian Cigarettes. Letter Balances. Scrap Albums.
Lawn Bowls. Croquet. Hockey Balls. Punching Bags. Golf Balls.
Copping Presses—Great Variety—All Sizes.
SOLE AGENTS IN CHINA FOR THE BICKENSDERFER TYPEWRITER
Model No. 5—\$85.00. Model No. 7—\$125.00.
Quite New. View Book of Hongkong, &c. \$1.00. Post Cards of Hongkong.

SUMMER DRINKS.

HOCKS, WHITE WINES

SAUMUR WINES

MIX EXCELLENTLY WITH AQUARIUS
WATER.
Telephone No. 76.
Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD.
Hongkong, June 6, 1905.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
24, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
24, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1, SHIBUYA-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 102 HOCKEY STREET, FIRST FLOOR.
OTHER BRANCHES: New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Fort Arthur, Seoul, Chemulpo, Yokohama, Kobe, Osaka, Nagoya, Yokohama, Kure, Shimoda, Moji, Wakanabe, Karatsu, Nagasaki, Kuchino, Sasebo, Matsuyama, Misaki, Hakodate, Tokyo, etc.
Telegraphic Address: "MITSUI" (A.B.C. and A-1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Honda, Kanada, Fujinaka, Mameda, Mannoura,
Ogawa, Otsu, Sasahara, Tachikawa, Yoshino, Yonokubo, and other
Coals.
S. MINAMI, Manager, Hongkong.

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING
KNIFE BOARDS
PREVENT FRICTION IN CLEANING
& INJURY TO THE KNIVES
JOHN OAKLEY & SONS
BLACK LEAD MILLS, LONDON
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Nausea, Flatulence, Bilious Affections.
Safe and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the
Sickness of Pregnancy.
DINNEFORD'S MAGNESIA

UNEQUALLED For
HIGH QUALITY,
EXQUISITE FLAVOUR & DIGESTIBILITY.
van Houten's Cocoa
"Pure and Unmixed."—THE LANCET.
"In flavour it is perfect."
—THE BRITISH MEDICAL JOURNAL.
"None of the numerous Cocoas
have as yet equalled Van Houten's
in solubility, agreeable taste and
nutritive properties."—HEALTH.
BEST & GOES FARTHEST.

Intimations.

COAL DEPARTMENT.
MARUNOUCHI, TOKIO.

CABLE ADDRESS: "IWASAKI,"
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

AL, ABO 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSUI BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFERIES.
YOKOHAMA: M. ASADA.
CHINKIANG: GRADING & CO.
MANILA: MACDONALD & CO.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armies; the Imperial Railways; Sanyo, Kinshu and the other Principal
Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.
SOLE PROPRIETORS of Takashima, Ochi, Shinonoi, Nanzatsu and Kanai-Yamada Collieries, and also Hoko Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.
Sole Agents for Kigyo, Komatsu (Tagawa) and Yashirohachi Collieries (Kantoku).
The Head- and Branch-Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.
Coal sold in 1904 by the Company amounted to 1,620,000 tons.

TAKASHIMA COAL.
Now and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.
Hongkong, March 11, 1905.

JOHN S. ALLEN,
EXPORT MERCHANT,
117, PITT STREET,
SYDNEY, N.S.W.

SOLE Export Agent for China, Japan and Philippine Islands for The New South Wales Concentrated Milk Company.
CORRESPONDENCE INVITED.
Hongkong, February 20, 1905.

THE HONGKONG & CHINA GAS COMPANY, LIMITED beg to notify the Public that in addition to the recent reduction in price of gas to \$5.00 PER THOUSAND cubic feet, they now offer the following FAVORABLE TERMS TO INTENDING CONSUMERS:
1.—SERVICES up to 50 feet in length will be laid FREE.
2.—NO CHARGE will be made for METER-FIXING.
THESE CONCESSIONS will only apply to houses in which the work of fitting and connecting pipes is carried out by the Gas Company.
ESTIMATES for any kind of Gas-fittings will be supplied WITHOUT COST to intending or existing customers.
THE COMPANY hire or sell all kinds of Gas Fittings—whether for Heating, Cooking or Lighting—and INVITE INSPECTION of their Stock at their NEW SHOW ROOMS at WEST POINT.
GEORGE CURRY,
Local Secretary.
Hongkong, June 12, 1905.

HUMPHREYS' ESTATE & FINANCE CO., LD.
THE SHARE CERTIFICATE No. 67 for Eighty-seven Shares Numbered 103730-103816 inclusive on which the sum of \$2.50 per Share has been paid-up, standing in the Register in the name of JOHN KOYUK of Hongkong, having been lost, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road, Victoria, before the 1st day of JULY, 1906, a new Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as null and void.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 6, 1905.

JUST LANDED
A Large Consignment of FRESH SARDINES of a well-known make, of various kinds such as—SARDINES IN LEMON, GERAINS, TOMATO and ANCHOVY SAUCE, &c.
DELICIOUS FOR TABLE AND PICNIC PARTIES.
H. RUTTONJEE,
No. 6, D'Aguiar Street,
No. 37 & 39, Elgin Road, Kowloon.
Hongkong, June 25, 1905.

Intimations.

HONGKONG JOCKEY CLUB.
NOTICE.

A MEETING of MEMBERS who wish to be interested in the Subscription Office to be ordered for the next RACE MEETING will be held in the HONGKONG HOTEL, on TUESDAY next, 27th inst., at 4.30 p.m.

T. F. HUGH,
Clerk of the Course.
Hongkong, June 23, 1905.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in ST. ANDREW'S HALL, City Hall, on THURSDAY, the 29th June, at 5.15 p.m., for the purpose of considering and passing the Annual Report and Statement of Accounts for 1904.

FRANK LAMBERT,
Acting Hon. Secretary.
Hongkong, June 22, 1905.

CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the above-named Company will be held at the COMPANY'S OFFICES, St. George's Building No. 6, Consanguine Road, Victoria, on SATURDAY, 8th day of July, 1905, at 11.30 in the Forenoon, when the subject of resolution which was passed at a Meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

RESOLUTION:
That the Capital of the Company be increased to \$50,000, by the creation of 20,000 new shares of \$10.00 each.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, June 21, 1905.

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.

In the Goods of WALTER NOYES MOREHOUSE, deceased, late of Florence, Italy.

NOTICE IS HEREBY GIVEN that His Honour the Chief Justice has in virtue of Section 68 of Ordinance No. 2 of 1897 made an Order limiting to the 15th September, 1905, as the time for Creditors to send in their claims against the Estate of WALTER NOYES MOREHOUSE, formerly of Macao and late of Florence, Italy, who died on the 15th day of December, 1904, at Florence, and Letters of Administration with the Will of the said Walter Noyes Morehouse annexed were granted by the Supreme Court of Hongkong, in its Probate Jurisdiction on the 10th day of June, 1905, to HENRY EDWARD WOLF, Deputy Commissioner of the Empire of China, the lawfully appointed Attorney at Law, and MARIO DORIS NOYES MOREHOUSE, the lawful widow and relict and sole Executrix named in the said Will for her use and benefit and until she should duly apply for and obtain Probate or other due and lawful representation to the said Estate and Effects.

Notice is also given that all such claims are to be sent in writing to the said Administrator, the said Henry Edward Wolf, care of The Hongkong and Shanghai Banking Corporation, Hongkong, prior to the 15th September, 1905, or no notice will be taken of them.
All persons indebted to the above Estate are requested to make immediate payment to the said HENRY EDWARD WOLF as such Administrator.

Dated the 21st day of June, 1905.
JOHNSON, STOKES & MASTER,
8, Des Voeux Road Central,
Solicitors for the said Administrator.

DO. GLAS STEAMSHIP COMPANY, LIMITED.
NOTICE.

THE Certificate No. 2493 for 25 Shares in the above Company numbered 14306 to 14330 inclusive, standing in the Register of Shareholders in the name of TONG SHOU PANG, also the Certificate No. 2494 for 25 Shares in the above Company numbered 14331 to 14355 inclusive, standing in the Register of Shareholders in the name of TONG SHOU KIANG, having been lost, it is thought, by fire in the Yantassi River on or about the 26th April, 1905. NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said fifty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

DOUGLAS LARRAIK & CO.,
General Managers,
Douglas Steamship Co., Ltd.
Hongkong, May 23, 1905.

PERFECTION IN CHEESE.
EVENSEN'S CRUSTLESS DUTCH
in Small Tins
DUTCH CREAM CHEESE
in 1 kilo Tins.
OF ALL DEALERS.
Hongkong, May 27, 1904.

CARMICHAEL AND OLARKE,
CONSULTING ENGINEERS AND SHIPBUILDERS,
SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. O. Code, 4th Edition.
A. 1 Code.
Liebner's Standard Code.
Telephone, 233.
Hongkong, March 14, 1905.

TO LET.
ONE OFFICE ROOM on Second Floor, PRINCE'S BUILDING No. 1.
Apply to
REUTER, BROCKELMANN & CO.
Hongkong, June 21, 1905.

SUITABLE FOR OFFICES.
2 ROOMS in PRINCE'S BUILDINGS.
Apply to
REUTER, BROCKELMANN & CO.
Hongkong, March 2, 1905.

Intimations.

IT'S **Rainier BEER** I DID, I DO, I WILL ALWAYS SWEAR RAINIER BY FOR REFRESHMENT AFTER RECREATION.



M. J. CONNELL,
Distributing Agents.

FOR SALE BY ALL DEALERS.
Hongkong, May 13, 1905.

PEEK, FREAN & CO.'S
CELEBRATED LONDON
BISCUITS AND CONFECTIONERY.
NEW STOCK JUST ARRIVED OF
SMALL BANANAS,
SWEET WALNUTS,
ASSORTED FRUITS,
PAT-A-CAKE.
OBTAINABLE AT ALL GENERAL STORES.
Hongkong, May 30, 1905.

To Let.

TO LET.—IMMEDIATE POSSESSION.

NO. 9, PEDDER'S BUILDING.
Apply to
MITSUI BUSSAN KAISHA.
Hongkong, June 23, 1905.

TO LET.

RESIDENTIAL CHAMBERS.—TWO ROOMS with Bathroom in Hotel Mansions.
Apply to
HENRY HUMPHREYS.
Hongkong, June 23, 1905.

TO LET.

NOS. 4 and 5, OBSERVATORY VILLAS, Kowloon, FIVE-ROOMED HOUSE.
Tennis Court.
Apply to
ARRATTON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, June 13, 1905.

TO LET.

IMMEDIATE POSSESSION. No. 2, Solihorne Villa (No. 10, Kennedy Road)—AN 8-ROOMED HOUSE, Servants' Quarters detached—lately renovated throughout.
Apply to
MOK KOON YUK,
Comptroller's Office,
Batterfield & Swire.
Hongkong, May 23, 1905.

TO LET.

FROM 1st August next, TOP FLOOR, 25, DES VOEUX ROAD CENTRAL, suitable for Offices.
Apply to
DANG CHEE, SON & CO.,
25, Des Voeux Road Central.
Hongkong, June 14, 1905.

TO LET.

MEIRION, No. 2, The PEAK, Immediate Possession.
Apply to
E. JONES HUGHES.
Hongkong, June 5, 1905.

TO LET.

**A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.
No. 1, RUPON TERRACE.
FLATS in MORRISON TERRACE, facing the Polo Ground.
OFFICES, in Course of Erection, CONNAUGHT ROAD (near Blake Pier).
GODOWNS PRAYA EAST.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, March 7, 1905.**

TO LET.

WITH IMMEDIATE POSSESSION the "FORREST LODGE," Causeway Road.
Apply to
H. N. MODY.
Hongkong, May 2, 1905.

TO LET.

**SHOP, No. 14, QUEEN'S ROAD CENTRAL.
First floor, No. 12, QUEEN'S ROAD CENTRAL.
Second floor, Nos. 12 & 14, QUEEN'S ROAD CENTRAL.
Apply to
S. BISNEY,
Hongkong Hotel.
Hongkong, June 7, 1905.**

TO LET.

**AN UNFURNISHED ROOM and BATHROOM, suitable for a Bachelor, at No. 3, DUBOIS STREET.
Also a GODOWN, cheap Rental.
Apply to
MCLEWEN, FRICKEL & CO.
Hongkong, May 5, 1905.**

To Let.

TO LET.

NO. 3, GRANVILLE AVENUE, KOWLOON. Electric Light. Immediate possession.
Apply to
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, June 23, 1905.

TO LET.

TOP FLOOR of No. 19, Robinson Road, Kowloon. A most desirable 4-roomed Flat. Grand View of Lyceum, Pass. Moderate Rent.
Apply to
THE ANGLO-AMERICAN STORE.
Hongkong, June 21, 1905.

TO LET.

**PARKSIDE—Kowloon, a SIX-ROOMED DETACHED HOUSE standing in its own grounds, facing the King's Park.
For particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, May 23, 1905.**

TO LET.

**TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905.
MODERATE RENTALS.
Apply to
HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, February 20, 1905.**

TO LET.

**NO. 12, KNOTSFORD TERRACE, KOWLOON.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, May 4, 1905.**

TO LET.

**WOODBURY, Garden Road, Kowloon, DETACHED HOUSE and GARDEN. Moderate Rental. Possession 1st June, 1905.
Apply to
HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, May 23, 1905.**

HONGKONG CLUB.

TO LET.

**2 ROOMS, on the Ground Floor of the Q. Annex, from 1st September next, suitable for Office.
For particulars, apply to the undersigned.
O. H. GRACE,
Secretary.
Hongkong, June 1, 1905.**

TO LET.

**IN KNOTSFORD TERRACE. A Comfortably FURNISHED FRONT BED-ROOM with Board.
Apply
Care of "CHINA MAIL" Office.
Hongkong, May 6, 1905.**

TO LET.

**NO. 5, EAST AVENUE, Kowloon. Possession from 1st July, 1905.
Apply to
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, June 17, 1905.**

TO LET.

**SEMI-DETACHED VILLAS Two in S. Garden Road near the Ferry, with fine Bright and Airy Rooms. Gas and Electric Bells laid on. Commanding fine view of the Harbour. Rent very moderate.
Apply to
H. RUTTONJEE,
6, D'Aguiar Street, Hongkong.
36 & 37, Elgin Street, Kowloon.
Hongkong, June 6, 1905.**

THE NAN PATTERSON MURDER CASE.

New York, May 14.—Some of the astonishment of those at the dinner to-night of the Phi Delta Psi Club, an organization of lawyers, Justice James M. Davis of the Supreme Court of the State of New York, who was the guest of honor, gave his opinion as to the guilt of Nan Patterson, while making an argument in defence of Assistant District Attorney Rand, who had prosecuted the woman at her three trials for the murder of Cesar Young.

Justice Davis, who presided at the first two trials of the former chorus girl, said that she had lied from beginning to end, it was his opinion that the majority of the community now believed that Miss Patterson held the pistol by which Young was shot; that J. Morgan Smith bought the weapon and gave it to her, charging her at the same time with the duty of "sparing" Young.

In the middle of the Justice's remarks the reporters were asked to leave the room, but before they had reached the door they were called back by the speaker, who said that he left it to their discretion as to just what parts of his speech were to be used. "We have had a great deal in the public Press of late of severe criticism of Mr Rand and his conduct of the trial," said the Justice. "You cannot prosecute a criminal without telling what you believe to be the truth. In the second trial before me the defendant went on the stand, and it was quite obvious that she was telling falsehoods from beginning to end. The very air seemed charged with the fact that she was lying. She was young. It was natural that the public should sympathize with her. People seemed to know that she was not telling the truth, and the great public of New York said: 'Why should she not lie? Let her lie. Let her get the benefit of her lies.' But today, in the light of the last disagreement, I feel sure that most people are convinced—that a majority of the people believe—that the pistol that killed Young was held by Nan Patterson; was discharged by her; was bought by J. Morgan Smith, in an attempt to get money from Cesar Young for the support of the combined family."

"I don't mean to say that she took the pistol from the reticule and shot him in the side, but I do believe that she had the pistol and showed it to Cesar Young. An argument followed, and he took hold of the weapon. In the conversation and consequent struggle the pistol went off and the man was killed."

"I believe, moreover, that had she told the story on the witness stand as it really happened—in other words, had she told the truth—that the second jury would have acquitted her."

New York, May 16.—No comment made by a Justice of the Supreme Court in regard to a celebrated case tried before him has ever created such interest and comment among practitioners in this city as that made at the banquet last night by Justice Vernon M. Davis, who presided over the two trials of Nan Patterson. Revival of interest in the "Floradora" girl's case is still keen.

Judge Davis is highly regarded by all lawyers who have had cases before him, and, while amazed that he should say Nan Patterson killed Young and lied in her testimony, the lawyers were respectfully silent. Former Assistant District Attorney McIntyre said to-day: "I admire Justice Davis for his courage and extreme fairness throughout the entire affair, and for the manner in which he spoke of the admirable conduct of Mr Rand."

PHILADELPHIA, May 16.—Nan Patterson came here to-day, and within ten minutes after her arrival at the Hotel Walton she had signed her signature to a contract with Purdie and Seamon, proprietors of a Harlem music-hall, at an alleged salary of \$2,000 per week. She is to lead six girls in a vaudeville act. "I was in hopes I would not have to return to the stage," she said, "I hadn't been back at home long, though, before I realized that I must do something. I am a poor girl, and father is so broken in health he won't be able to work but it became a question of money, and I have not the training to go into an office or do anything like that, so I felt obliged to take advantage of the good offer that was made to me. I was sadly surprised to-day by what Justice Davis said."

SANTAL MIDY
These tiny Capsules—superior to Copalins, Cubens, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.
Each Capsule bears the name MIDY.

LADIES
For functional troubles, dizziness, pain and those irregularities peculiar to the sex.
APOLINE
(CHIAPOLINE)
Prescribed by the highest French medical authorities and superior to "Fanny's" and "Drops" and "Pain-royal."
CHIAPOLINE, 5, rue de Valenciennes, Paris.
For Sale by A. B. Watson & Co., Ltd.

NEW AUSTRIAN BATTLE-SHIPS.

Tientsin, May 19.—The "Ferdinand Max," the third battle-ship of a new type constructed for the Austrian navy, will be launched at Trieste to-morrow in the presence of the Archduke Charles Francis and the Archduchess Marie Josepha. The Ferdinand Max, like the Erzherzog Friedrich and the Erzherzog Karl, combines the two modern desiderata of artillery, guns of great penetrating power and the high speed of twenty knots an hour.

Admiral Charles O'Neill, whom I lately interviewed, said to me:—The United States Government has sent me to visit the principal ship-building yards of Europe. In my report I have noted that Austria-Hungary possesses the fastest battle-ships in the world; that is to say, they are two knots faster than the swiftest battle-ships of any other Power. As to tonnage, 12,000 tons is, in my opinion, a very practical standard, and I consider that the trio built at the Stabilimento Tecnico Triestino is a very formidable little squadron, that need not fear any foe, as it can both invite combat, or avoid it, as it deemed prudent.

It is interesting, in this connection, to recall the opinions of Admiral Donville, Admiral Fisher, and Rear Admiral Barker, of the United States navy, which were freely expressed to me, and to the Austrian Admiral here, on the merits of the Austrian warships lately built at Trieste and at Pola. "Very formidable battle-ships and cruisers," was Admiral Fisher's remark. "A fine type of battle-ship," said Admiral Donville, speaking of the one then being completed. Rear Admiral Barker spoke in much the same terms, adding "It is quite formidable enough, though not the largest battle ship afloat."—Standard.

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will be sent to the most successful Weekly competition.

T. E. P. SPYROPULOS, Proprietor.
Hongkong, February 15, 1905. 325

MEE CHEUNG.

HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateurs.
ENTRANCE SPECIAL FEATURE.
BRANCH HONGKONG HOTEL CORRIDOR 1587

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 10 minutes.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAY.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 8.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.
Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, December 30, 1904. 1081

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN.
37, DES VOEUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, July 28, 1904. 1386

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. O. ROGERS),
TAI SAN STREET, HONGKONG.
March 10, 1905. 613

S. I. N. T. I. N. G.

Surgeon-Dentist,
No. 44, D'ARLUE STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1905. 628

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904. 1379

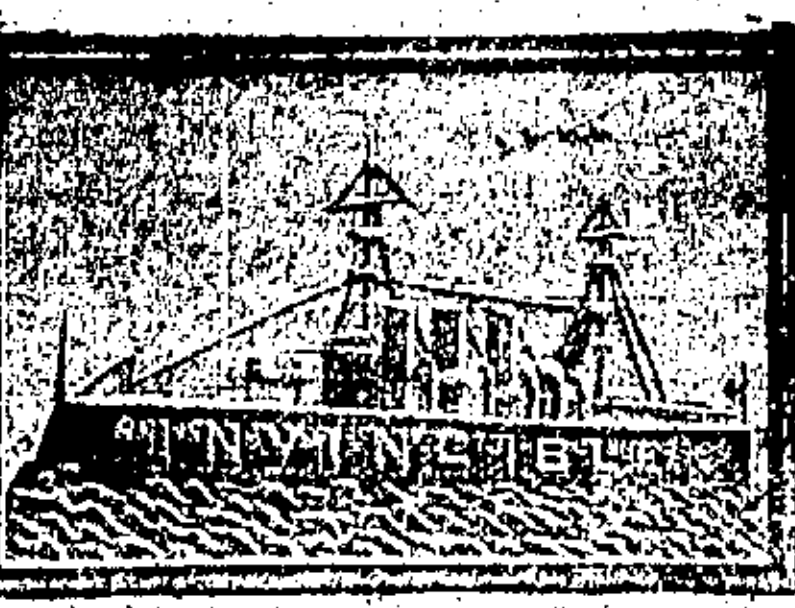
GEO. ANGUS & CO., LIMITED.

ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.

Oak Tanned Leather Belting, Link Belting, Raw Hide Belting, Raw Hide Cleats, &c.

CANVAS ROPE, COTTON BELTING, HAIR BELTING.

WORKS—BENTHAM, LANCASTER.



THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders.

No. 51, DES VOEUX ROAD CENTRAL.
Hongkong, March 14, 1905. 532

HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood.

BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.
J. H. NEWBOLD, Proprietor.
Hongkong, April 4, 1905.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
Hongkong, September 6, 1904. 1635

ESPECIAL OLD TOM GIN.

MARSHALL AND ELY'S
SANTINETTE
(REGISTERED)
DOUBLY DISTILLED AND OF MATURED AGE.
TO BE OBTAINED FROM—
THE MUTUAL STORES,
DES VOEUX ROAD.
Hongkong, May 17, 1905. 975

HARRIS-KEENEY COMPANY

DES to announce that they HAVE OPENED A SHOW ROOM IN PEBBLED STREET, Next to the Post Office, just opposite the main entrance to the Hongkong Hotel, with a full line of High-grade FIBRE, BATTAN and HARDWOOD FURNITURE, etc., etc.

DON'T FORGET THE LOCATION.
Hongkong, April 22, 1905. 19

Hotels.

FOR CANTON.

THE new and fast Twin-Screw Steamer SAN CHEUNG, 351 Tons, Captain J. McGARRY, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation. Electric Light, and perfect cuisine. What at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD., No. 138, Connaught Road Central, Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin Screw Steel Steamer KWONG CHOW, 1,309 tons, Captain J. P. MARTIN, KWONG TUNG, 1,238 tons, Captain H. W. WALKER, leave HONGKONG for CANTON at 9 P.M. on SUNDAYS (Sundays excepted). Leave CANTON for HONGKONG at 5.30 o'clock Every Evening (Sunday excepted).

These fine new Steamers have excellent accommodation for First-Class Passengers and are lit throughout by Electricity. Electric Fans in First-class Cabins.

Passage Fare—Single Journey...\$1.00 Meals...\$1.00 each. The Company's What is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., YUEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST, Hongkong, June 20, 1905.

HONGKONG-MACAO LINE.

S. S. WING CHAI, CAPTAIN T. AUSTIN, R.N.R., THIS Steamer departs from Hongkong on WEEK DAYS at 7.30 A.M., and on SUNDAYS at 8.30 A.M. Departs from Macao on Week Days about 2.30 P.M., and on SUNDAYS at 3.30 P.M.

FARES.—Week Days 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1, 3rd Class 50 Cents. Every Sunday there will be an Excursion, at the following rates:—1st and 2nd Class Single Ticket \$1, Return \$2, 3rd Class, Single 50 Cents, Return 60 Cents, Steerage 10 Cents.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's What at Hongkong is at the Western end of Wing Lok Street.

SAM WANG COY., 81, QUEEN'S ROAD CENTRAL, Hongkong, June 1, 1905. 1064

WASHING BOOKS.

(In English and Chinese.) WASHING BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each. CHINA MAIL Office.

Also the Original ADMIRALTY QUALITY INDIA RUBBER SHEET (Invaluable Brand.)

THE "RED ANGUS" SHEET.

ALL Genuine Goods stamped with our Trade Mark.

Agencies in Colombo, Bombay, Rangoon, Shanghai, &c.

FOR SALE.

FOR SALE.

ONE TEAKWOOD LAUNCH.

Length 6 ft. Breadth 10 ft. Depth 6 ft. Hull 5 ft x 6 ft. Engines 7 x 11 x 10. Compound Surface Condensing. For further particulars, apply Box 74, Care of "China Mail" Office, Hongkong, June 7, 1905. 1117

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Capt. N. G. MAHER, to Sell by Public Auction, on

TUESDAY, the 27th June, 1905, commencing at 2.45 P.M., at his Residence, No. 5, EAST AVENUE, Kowloon, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue). Terms:—As Customary. On View from Monday, the 26th June, 1905.

GEO. P. LAMBERT, Auctioneer.

Hongkong, June 20, 1905. 1185

PUBLIC AUCTION.

THE Undersigned has received instructions from A. W. WHITLOW, Esq., to Sell by Public Auction, on

FRIDAY, the 30th June, 1905, commencing at 2.45 P.M., at his Residence, "LA HACIENDA," EAST, MOUNT KELLY, THE PEAK, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue). Terms:—As Customary. On View from Thursday, the 29th June, 1905.

GEO. P. LAMBERT, Auctioneer.

Hongkong, June 24, 1905. 1218

PUBLIC AUCTION.

MESSRS HUGHES & HOUGH have received instructions to Sell by Public Auction, on

FRIDAY, the 21st day of July, 1905, at 2 P.M., at their Sales Rooms, the following VALUABLE LEASEHOLD PROPERTY Situated at MOUNT KELLY, in the Colony of HONGKONG, viz.:—

1. All that piece or parcel of ground being a portion of the piece or parcel of ground situate at Mount Kellett aforesaid registered in the Land Office as Rural Building LOT No. 76 abutting on the North side thereof on a portion of the said Rural LOT No. 76 described on the Sale plan thereof as LOT No. 2 and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government land and measuring thereon 208 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 143 feet or thereabouts on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 53,700 square feet or thereabouts. Apportioned annual Crown Rent \$18.50.

2. All that piece or parcel of ground being another portion of the said Rural Building LOT No. 76 abutting on the North side thereof partly on a portion of the said Rural Building LOT No. 76 and partly on Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on Crown Land and measuring thereon 240 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 199 feet or thereabouts on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 2 and contains an area of 54,760 square feet or thereabouts. Apportioned annual Crown Rent \$18.50.

The above two pieces or parcels of ground are held from the Crown for the residue of a term of 75 years from the sixth day of March 1870 created by a Crown Lease of the whole of the said Rural Building LOT No. 76 dated the 3rd day of June 1892.

A Sale plan of the said property can be inspected at the Office of Messrs. JOHNSON, STOKES and MASTER, and at the Auctioneers' Office.

For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES and MASTER.

Solicitors for the Vendors: MESSRS HUGHES & HOUGH, Government Auctioneers.

Hongkong, June 21, 1905. 1197

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN, CHINA MAIL Office, May, 1904.

CHINESE SCHOOL BOOK

II.—T'ien Tzu Man. Translated into English by Dr. E. J. KITTEE. Price, 40 Cents. CHINA MAIL Office 5, Wyndham Street.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported to.
Alcidity	despatch-vessel	4700	12	3000	Comdr. Richard M. Harbord	Wellfleet
Albion	battle-ship, 1st class	12,350	42	15,500	Captain Sydney R. Fremantle	On way home
Algerine	despatch-vessel	1000	6	1400	Reserve	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Capt. R. N. Ommanney	Wellfleet
Arun	torpedo boat destroyer	550	10	—	Capt. R. N. Henniker-Heaton	Hongkong
Astrea	cruiser, 2nd class	4350	10	7000	Capt. L. G. Duffell	Shanghai
Donaventa	gunboat, 1st class	710	6	1300	Capt. H. H. Torlesse	Shanghai
Brumby	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Britomart	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Cadmus	despatch-vessel	1070	4	—	Comdr. Luard	Hongkong
Cambrian	battle-ship, 1st class	10,500	14	13,000	Captain Fegen	On passage home
Cherub	water tank and tug	320	—	300	—	Hongkong
Clio	despatch-vessel	1070	—	—	—	Shanghai
Dee	torpedo-boat destroyer	550	—	—	Comdr. H. D. Wilkin, D.S.O.	Shanghai
Erne	torpedo-boat destroyer	550	—	—	Comdr. H. E. Sullivan, R.N.	Hongkong
Ettrich	torpedo-boat destroyer	550	—	—	Lt.-Comdr. R. H. Bathurst	Hongkong
Exo	torpedo-boat destroyer	550	—	—	Lt.-Comdr. Lewis	Hongkong
Fame	torpedo-boat destroyer	550	—	—	Lt.-Comdr. A. P. Everett	Wellfleet
Gloria	battle-ship, 1st class	12,350	16	15,500	Lt.-Comdr. Stevenson	Hongkong
Handy	torpedo-boat destroyer	275	6	4000	Captain Hor. Walter G. Stopford	Hongkong
Hart	torpedo-boat destroyer	275	6	4000	Reserve	Hongkong
Heda	Special Torpedo-vessel	6400	—	—	Lt.-Com. Richards	Hongkong
Hoguo	cruiser, 1st class	12,000	14	21,000	Capt. E. P. B. Charlton	Hongkong
Iphigenia	cruiser, 3rd class	3600	17	9000	Captain W. B. Fanecker	Wellfleet
Itchen	torpedo-boat destroyer	550	—	—	Lt.-Comdr. O. Seymour	Hongkong
Janus	torpedo-boat destroyer	280	6	3900	Reserve	Hongkong
Kinsha	river gunboat	430	4	800	Lt.-Comdr. E. V. R. Dugmore	Yangtze
Mearns	river gunboat	430	4	800	Lt.-Comdr. F. B. Noble	Hongkong
Mearns	battle-ship, 1st class	12,950	16	15,500	Captain T. G. Greet	Shanghai
Mearns	torpedo-boat destroyer	1015	6	6500	Reserve	Hongkong
Mearns	Surveying-vessel	835	6	650	Comdr. C. E. Moore	Hongkong
Mearns	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	Hongkong
Mearns	river gunboat	85	2	240	Reserve	West River
Mearns	cruiser, 2nd class	3600	8	9000	Lt.-Com. H. T. Atty	Wellfleet
Mearns	river gunboat	85	2	240	Capt. O. H. H. Moore	Yangtze
Mearns	cruiser, 1st class	12,000	14	21,000	Captain Wm. L. Grant	Hongkong
Mearns	torpedo boat destroyer	250	6	6500	Reserve	Hongkong
Mearns	receiving ship	460	6	800	Commodore Dickson	Yangtze
Mearns	river gunboat	180	2	800	Lt.-Comdr. E. L. Leckie	Hongkong
Mearns	coast defence gunboat	—	—	—	Reserve	Yangtze
Mearns	battle-ship, 1st class	12,950	16	15,500	Capt. Leslie Stuart, O.M.G.	Hongkong
Mearns	torpedo boat destroyer	355	6	6500	Lt.-Comdr. A. Gregory	On way home
Mearns	surveying ship	620	6	450	Comdr. B. W. Allen	Hongkong
Mearns	torpedo boat destroyer	380	6	5900	Lt.-Com. C. E. L. Thomas	Hongkong
Mearns	river gunboat	150	2	500	Lt.-Com. C. W. Wrightson	Upper Yangtze
Mearns	river gunboat	150	2	500	Lt.-Com. Jno. F. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, O.B., O.M.G.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description.	Tons.	Guns.	H. P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grünauert	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	23	8000	Captain Miri Praca	Shanghai
Achelon	French armoured gunboat	1798	10	1700	Comdr. Lefevriere	Salon
Alouette	French gunboat	300	7	400	Lt.-A. Varnay	Salon
Argus	French gunboat	123	—	500	Lt.-Comdr. Crespin	Hongkong
Aspic	French gunboat	475	9	450	Lt.-Comdr. Journe	Salon
Bonanza	French gunboat	140	5	150	—	Salon
Bongai	French gunboat	580	6	400	—	Salon
Bugard	French cruiser	3740	22	9900	Capt. Lefevriere	Salon
Cassette	French gunboat	140	6	150	—	Salon
Chateaufort	French cruiser	8018	16	17,000	Captain V. Poldons	Salon
Comete	French gunboat	525	4	438	Commander Lavel	Salon
Decade	French gunboat	680	10	900	Commander Lavel	Salon
D'Assas	French cruiser	4000	31	9500	—	Salon
Eclat	French gunboat	350	7	300	Lt.-Comdr. J. Gennet	Salon
Empire	French destroyer	9378	35	20,200	—	Salon
Guion	French gunboat	307	7	370	Lt.-Comdr. Beausant	Salon
Yveline	French gunboat	1260	6	2300	Commander Le Goulet	Salon
Kersaint	French gunboat	9700	12	19,000	Captain Croc	Salon
Montcalm	French torpedo-boat	350	7	300	Lt.-Comdr. de Vran Prat	Salon
Mosquit	French gunboat	4015	27	8500	Capt. Hovart	Salon
Orly	French gunboat	350	7	300	Comdr. Bonnes	Salon
Ascal	French torpedo-boat	9437	29	19,000	Lt.-Comdr. de Weert	Salon
Indestructible	French cruiser	1795	10	1700	Capt. Vincent	Salon
Tyrrhus	French cruiser	9555	—	20,000	Captain Guiberteau	Salon
Surprise	French gunboat	823	2	900	Lt.-Comdr. Holger	Salon
Wankang	French gunboat	6150	23	4500	Captain Blonde	Salon
Laban	French cruiser	123	7	500	Lt.-Comdr. Carol	Salon
Ignatius	French gunboat	11,000	26	14,000	Captain Frowe	Salon
First Dismarch	German cruiser	1778	15	2800	Commander von Strindberg	Salon
Delor	German cruiser	8230	34	10,000	Capt. Weber	Salon
Kansa	German cruiser	8500	37	10,000	Capt. Baron Schmalzmann	Salon
Tertha	German gunboat	1090	10	1300	Comdr. Baron von M. Hüllessem	Salon
Tiggar	German gunboat	850	10	1300	Comdr. Kloebe	Salon
German gunboat	850	10	1300	Comdr. Kroeck	Salon	
German gunboat	1009	8	875	Comdr. von Grunberg	Salon	
German cruiser	1640	15	2000	Captain Perle	Salon	
German cruiser	2650	24	8500	Captain Vela	Salon	
German gunboat	900	10	1300	Comdr. Delmberg	Salon	
German gunboat	170	5	1300	Comdr. Giebler	Salon	
German gunboat	—	3	500	Lt.-Comdr. Scharf	Salon	
Italian cruiser	2600	10	7471	Captain Borea Ricci	Salon	
Italian cruiser	3600	—	7000	Captain Presbitero	Salon	
Italian cruiser	2498	29	7000	Capt. Rescetto	Salon	
Portuguese cruiser	1950	14	4000	Captain d'Antas Ribeiro	Salon	
Portuguese gunboat	720	—	—	Captain Cortinho	Salon	
Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Salon	
U. S. cruiser	8769	28	7500	Capt. Dyer	Salon	
U. S. gunboat	1000	12	1287	Capt. Mohrer	Salon	
U. S. torpedo-boat destroyer	420	7	8000	Lt.-Comdr. Woodward	Salon	
U. S. cruiser	4600	—	—	Capt. Bancroft	Salon	
U. S. torpedo-boat destroyer	420	7	8000	Lt.-Comdr. Irwin	Salon	
U. S. gunboat	208	10	600	Lt.-Comdr. Diamant	Salon	
U. S. torpedo-boat destroyer	420	7	8000	Lt.-Comdr. E. P. Joseph	Salon	
U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Salon	
U. S. torpedo-boat destroyer	420	7	8000	Lt.-Comdr. Gall	Salon	
U. S. torpedo-boat destroyer	420	7	8000	Lt.-Comdr. A. W. Knox	Salon	
U. S. gunboat	560	10	6000	Lt.-Comdr. J. Hood	Salon	
U. S. gunboat	1392	8	1988	Comdr. P. E. Sawyer	Salon	
U. S. monitor	3990	6	3000	Captain Mahan	Salon	
U. S. cruiser	4094	4	5244	Comdr. J. B. Milken	Salon	
U. S. cruiser	9437	29	7500	Commander G. B. Harbo	Salon	
U. S. gunboat	201	3	250	Captain Burwell	Salon	
U. S. gunboat	201	3	250	Lt.-Comdr. J. E. Eise	Salon	
U. S. cruiser	4000	14	—	Capt. Bennett	Salon	
U. S. cruiser	3213	18	7500	Capt. Cavies	Salon	
U. S. cruiser	4098	27	9913	Comdr. Marshall	Salon	
U. S. cruiser	1000	13	1118	Captain Verry	Salon	
U. S. gunboat	3	347	500	Commander Marshall	Salon	
U. S. gunboat	1397	8	1894	Lt.-Comdr. H. A. Wiley	Salon	
U. S. flagship	12,000	50	15,000	Commander A. W. Dodd	Salon	
				Captain Oliver	Salon	

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For Case of 100 Splits \$3.00

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Delicious,
Invigorating.**

Drink
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Renowned
Nerve and
Muscle
Strengthening.

THE Original and Genuine is J. Clifford
Wilkinson's.
ACTS gently, Acts pleasantly, Acts
beneficially.
NOTHING like it, for depressed
Spirits.
SIMPLY marvellous,
AND worth its weight in Gold.
NOTHING can eclipse its popularity

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HOTELS and BARS in the FAR
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IMITATIONS.

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Hongkong, June 23, 1905.

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Co. Ale 8 Pts. \$16.00 \$2.10

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Bass, Dark 4 Qts. 26.00 3.30

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Anst. Pilsener, 4 Qts. 16.50 4.15

Do. 8 Pts. 16.50 2.75

Prinz Ludwig 6 Pts. 16.00 2.70

Pilsener 4 Qts. 16.50 4.15

Munich, Dark 4 Qts. 16.50 2.75

Blitz, American, 6 Qts. 27.00 4.60

Do. 10 Pts. 28.00 2.85

Yebisu, Japanese 8 Pts. 15.50 2.00

Light, 8 Pts. 15.50 2.00

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Guinness, Dark 4 Qts. 18.00 5.00

Head, 8 Pts. 24.00 3.00

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MEMOS. FOR TO-MORROW.

Auction.

2.45 p.m.—Auction of Household Fur-

niture, at No. 5, East Avenue, Kow-

loon.

Meeting.

4.30 p.m.—Meeting of Hongkong Jockey

Club at Hongkong Hotel

General Memoranda.

WEDNESDAY, June 28:—

11 a.m.—Auction of Engineering and

Drawing Instruments, &c., at Messrs

Hughes & Hough's Sales Rooms.

Transfer Books & Register of Shares of

Wm. Powell, Ltd., closed from this

date to 1st July inclusive.

Goods per Formosa not cleared at 4

p.m. on this date subject to rent.

Goods per Formosa undelivered after

4 p.m. on this date will be landed.

THURSDAY, June 29:—

6.15 p.m.—Meeting of Victoria Recrea-

tion Club, in City Hall.

Goods per Formosa not cleared at 4 p.m.

on this date subject to rent.

Goods per Formosa undelivered after

this date subject to rent.

FRIDAY, June 30:—

2.45 p.m.—Auction of Household Fur-

niture, at "La Hacienda" East, the Peak.

Goods per Formosa not cleared at 4 p.m.

on this date subject to rent.

Goods per Formosa undelivered after

this date subject to rent.

SATURDAY, July 1:—

2.30 p.m.—Auction of Household Fur-

niture, at Mr Geo. P. Lamont's Sales

Room.

9 p.m.—Meeting of Zetland Lodge.

15

Watson's Prickly

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A RELIABLE AND EFFICACIOUS

REMEDY.

Immediately relieves the irritation.

Watson's House-

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FOR THE BATH, TOILET AND

HOUSEHOLD.

Promotes a healthy action of the skin,

counteracts all effects of perspiration,

and is as refreshing and invigorating

to the system as a Turkish Bath.

Watson's Carbo-

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GOVERNOR.

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BIRTHS.

On the 25th inst. at No. 6 Granville
Avenue, Kowloon, the wife of J. CAMPBELL,
of a Son.

On June 15, at 42, Haskell Road, Shang-
hai, the wife of NANTO KINURA, of a
Daughter.

On June 15, at Chelco, North China,
the wife of Captain A. PARRIS, of a
Son.

On June 16, at 8, Avenue Road, Shang-
hai, the wife of HENRY MONSEY CUMING,
of a Son.

On June 17, at Kiangsi, to Edith and
Walter J. CLEVERLY (H. R. M. a Consul),
a Daughter, Dorel Joy.

On June 22, at 21, Quinsan Road, Shang-
hai, the wife of J. DALTON, of a Son.

On June 22nd, at the Wesleyan Mission,
Wanchow, the wife of Rev. HENRY E.
ANDERSON, of a Daughter.

At the Presbyterian Church, Singapore,
by the Rev. Stephen Walker, on the 17th
inst., James Drysdale Neilson, of the Tan-
jong Pagar Dock Co., Ltd., Singapore, to
Christina Bald, elder daughter of the late
W. D. White, Banker, and of Mrs White,
Langside, Glasgow.

MARRIAGE.

At the Presbyterian Church, Singapore,
by the Rev. Stephen Walker, on the 17th
inst., James Drysdale Neilson, of the Tan-
jong Pagar Dock Co., Ltd., Singapore, to
Christina Bald, elder daughter of the late
W. D. White, Banker, and of Mrs White,
Langside, Glasgow.

NOTICE TO CORRESPONDENTS.

All business communications for this
office should be addressed to THE MANA-
GER.

Communications intended for publication
should be addressed to THE EDITOR, and
not to any person by name.

We cannot undertake to return rejected
communications.

Any communication not accompanied
by the signature of the writer will be
rejected without consideration.

All communications must be legibly
written upon one side of the paper.

Telephone No. 22.

The China Mail.

HONGKONG, MONDAY, JUNE 26, 1905.

EDITORIAL COMMENT.

Some recent prosecu-

gutions that have taken

place at the instance of

the water police have

placed ship masters trading between

Mongkong, Manila, Singapore and other

ports generally, in a very trying

and dangerous position, and if the line

of action which brought them about is

persisted in it bids fair to create a

grave public menace. The cases to

which we refer are those in which

captains of steamers have been brought

before the Court, at the Magistracy,

and fined for anchoring their vessels in

Junk Bay. For many years past this

bay has provided a safe anchorage for

vessels approaching the port after dark,

or during rough weather, when it was

considered unsafe for them to run the

risk of coming through the narrow

channel at Lyceoon Pass. The bay

provides an admirable anchorage and

by bringing up in it for the night cap-

tains have been able to enter the port

in daylight and thus safeguard their

vessels and the numerous lives entrusted

to their care. This fact has for

years apparently been fully recognised

by the authorities and the present

regulations, although all the time in

force, were wisely allowed to remain in

abeyance until quite recently, since

when it has been resurrected and ship-

masters warned that they may only use

Junk Bay as a refuge under exceptional

circumstances. The regulation in ques-

tion provides that the Governor may

from time to time declare certain

places to be ports of the Colony and

that only in such places shall ships be

allowed to anchor. A saving clause,

however, exempts mariners from

complying with this regulation during

stress of weather, or when it is deemed

unsafe to enter the harbour. What

ship-masters wish to know is what is

considered to be stress of weather and

who is to be the judge as to when it is

unsafe for them to enter the port?

Surely, they contend, they who are in

charge of the vessels are in a better

position to judge as to whether it is

safe to come into the harbour or

not than a Magistrate sitting in

court or a policeman on duty

in the harbour. The authorities

do not seem to consider that a

dark night, or ordinarily dirty weather,

constitutes stress of weather or provides

sufficient cause for a captain to refuse

to take the risk of bringing his vessel

through such a narrow pass as Lyceoon

Bay, he is brought before the Court and

fined for doing what the regulations

would seem to have been framed with a

view to giving him power to do—take

refuge when it is unsafe for him to enter

the harbour. Surely it is not contended

that a ship in these circumstances should

beat about outside all night, at consider-

able expense in the shape of coal and

great risk on account of the treacherous

nature of the coast! If the

present attitude is persisted in, how-

ever, that is what must happen,

for rather than attempt to come into

the harbour—the entrance to which is

well known to be dangerous—except

under favourable conditions, many

captains will choose the least of two

dangers and remain outside until day-

light. The authorities, of course, have

some reason for their attitude with

regard to Junk Bay, but they do not

appear to be sufficiently strong to

justify the measures that they have

taken, and the difficulties that they

complain of could easily be overcome by

other means which would cause a great

deal less inconvenience to the ship-

ping of our port. They explain that

their recent attitude with regard to

the bay was first rendered necessary

on account of the war and the numerous

ships that were engaged in the con-

traband business. These ships, that

did not want to come into the harbour,

where they were subjected to a more

or less rigid examination, found the

bay a very convenient place in which

to make a short stay and then be off

to sea again without too many questions

having been asked. The bay also

is alleged to have been used

for smuggling and the landing of

undesirable Chinese passengers by ships

anchoring there during the night, the

work being rendered much less liable

of detection, by reason of the scanty

police surveillance, than if attempted in

the harbour proper. No doubt there

are some grounds for these contentions,

but rather than prohibit the use of the

bay, involving as it does so much

additional risk and inconvenience to

steamers, would it not be better to detail

officers whose duty it would be to look

after the bay? As vessels only use it for

very limited stays their task would not

THE WAR.

A JAPANESE CAVALRY RAID.

Mitschenko's Division Routed.

[N. O. DAILY NEWS SERVICE.]

Tokyo, June 18.

An official report on the situation as it was on the 16th inst. states that in the Wei-yuan-pien district (south-east of Changtu), about 300 Russian cavalry marched towards Ru-yu-shu (on the Liao) from Szialoet and were repulsed towards Changtu. The Japanese advanced guard expelled part of the Russians from the district; they then drove off the Russian cavalry from Su-chiatze, eight miles west of Szien-cheng and occupied that place also. In the Kangping district (west of the Liao) at 1.40 a.m. the Japanese central column routed the Russian cavalry from its outpost, sixteen miles northeast of Kangping. Hotly pursuing the Russians, the Japanese attacked their position at the southern end of Liaoyang-wang (a town between the east and west main branches of the Liao river). The Japanese also attacked the Russian positions to the eastward, from 4 a.m. to 8.30 a.m., and completely occupied Liaoyang-wang at 9 a.m. The Japanese right column, on route at 8 a.m., drove off the Russian cavalry and occupied Lu-chuan-u and Machiapo respectively nine and five miles east of Liaoyang-wang. Resuming the bombardment on the Russian cavalry as they make their retreat, the Japanese right inflicted heavy damage and threw them into great confusion. The left column also fired heavily on about 1,000 Russians who were retreating northward from Liaoyang-wang and inflicted heavy damage on them. According to prisoners who were taken, the Russians at Liaoyang-wang comprised of 6,000 cavalry and twenty guns under General Mitschenko. The main force retreated in disorder to the northeast and portions to the northwest, leaving evidences of the greatest confusion. Judging from the provisions and accoutrements left behind the Russian supplies are of the poorest. Among the spoils are 500 bushels of cereals. The Russians burnt a house at the southern end of Liaoyang-wang presumably to incinerate their dead. The Japanese casualties were thirty officers and men killed, and 180 wounded. The Russian casualties are unknown as those left behind were cremated. In front of the Japanese central column there were over eight horses killed and over a dozen in front of the Japanese left. Altogether the Russian losses seem to have been heavy.

The Japanese Advance.

Tokyo, June 21.

It is officially reported that the situation on the 19th inst. was as follows:

In the Wei-yuan-pien district (on the Kai-yuan-Kirin road) a Japanese detachment which occupied Liang-shueh (about 20 miles up the road) has since been driving off the Russians toward Kirin. The same detachment occupied Yang-ni-lu, twenty miles north-east of Wei-yuan-pien, and another force occupied the north-western height of Shi-hu-er, which is seven miles north of Yang-ni-lu, and eleven north of Wei-yuan-pien. The Japanese afterwards drove off the Russians from the Yang-ni-lu vicinity and subsequently expelled and routed to the northward the Russians who were holding the neighbouring heights. In the Changtu region a detachment, marching near the railway and expelling the Russian infantry and cavalry, occupied the southern height of Hsiao-shuei. A detachment along the Feng-shan railway expelled the Russians from the vicinity of Li-feng-shan and occupied Li-tai-ko, eighteen miles north of Changtu by a furious infantry and artillery fire.

CANTON NOTES.

(From Our Correspondent.)

THE FAMOUS HONAN MONASTERY.

Canton, June 25.

The activity of the officials in closing the Temple of Longevity, because of the antagonism of its priests towards the new learning, appears to have caused a good deal of alarm in other quarters. The monks of the Honan Monastery, which has perhaps been visited by more foreigners than almost any other building in Canton, and in which, at 4 p.m. each day, the ritual of Buddhist worship, and chanting of Buddhist liturgies may be watched, are, it is reported, in a state of anxious apprehension for the safety of their own devotee. Connected with this temple is a large garden, and in this is a crematorium, and other curiosities. For the most part, however, this large piece of land is left to the devices of nature for its adornment and is, therefore, in an unkempt condition. Recently the whole of this annex, comprising more than ten thousand Chinese square feet, and worth, it is estimated, more than four hundred thousand taels has been sold for building sites and it is proposed to erect new streets thereon after the model of foreign dwellings. Apparently the abbot thinks that a bird in the hand is worth two in the bush, and so will change the garden into what Wernick calls "portable property" before official cupidly transfer it into property "portable" in another sense.

A SMOULDERING OUTRAGE.

At a place called Shek-chung, which appears to be near Kwangtung, salt-smuggling has lately been very rife and the smugglers very bold. Indeed smuggled salt is sold in the open day throughout the country. The officials, however, determined to suppress this lawlessness, and sent a district magistrate with some soldiers. A temporary barracks was built, at Ping-kwei. But on the twelfth of the fourth Chinese month, a thousand smugglers gathered and unfurled their flag which they called "the flag of the salt smugglers." They slaughtered an animal and offered sacrifice to the flag. They then surrounded the temporary barracks, which had been recently erected, attacked and put to death all the soldiers whom they captured, and then set fire to the place. The district magistrate, Sun Seng-ching managed to escape. Some time later the leader of the salt smugglers, Chan To-pok, was captured and discovered to be an outlaw, whom, therefore, the officials had won over to their side by bribes of rank and emoluments. It appears that for a long time he has been playing a double game. He is likely to find, however, that he has played his last card now, for he has the judgment of the officials on his side, and this judgment is not likely to be in error.

SUPREME COURT.

IN PROBATE JURISDICTION.

(Before His Lordship, Mr. F. T. Pigott, Chief Justice.)

Monday, June 26.

APPLICATION FOR PROBATE.

Choy Ho Shi and two others applied to have the will and codicil of Choy Chan, deceased, established.

Choy Chung opposed the application. Mr. H. E. Pollock, K.C. (instructed by Mr. F. B. Deacon, of Messrs Deacon, Lockyer and Deacon), appeared for the plaintiff, while defendant was not represented and did not appear.

Mr. Pollock called evidence in support of his case, and application was granted.

IN SUMMARY JURISDICTION.

(Before His Honour Mr. A. G. Wise, Principal Judge.)

Monday, June 26.

A DEAD MAN'S DEBT.

(The case in which the Tai Wing sued the Cheung Yan Po for \$229.25) was continued today.

Mr. R. Harding (of Messrs Ewens, Harston and Harding) appeared for plaintiff, while Mr. R. F. C. Master (of Messrs Johnson, Stokes and Master) represented the defendant.

The case had been adjourned in order to allow the defendant's solicitor to file an affidavit of the death of Leung Kin Shan. The claim was for the price of coal delivered to certain steam passenger launches, for which plaintiff contended that defendant was liable. The defendant's case was that the money paid by him—which he admitted—was simply paid through him as a medium by Leung Kin Shan, who had left the Colony. Before leaving Leung Kin Shan asked defendant to receive certain moneys from his account and hand them over to plaintiff. Defendant had tried to get Leung Kin Shan to return to Hongkong, but found out that he had died. Defendant had nothing to do with the launches.

Judgment was delivered for defendant.

THE BOYCOTT AGAINST AMERICA.

An Empire Question.

The writer of "Native Notes" in the N. O. Daily News, on June 23, says:—In a previous "Note" it was stated that a certain well-to-do Chinese merchant had resigned his Comprodeorship of a certain American Company in deference to the proposed method of protest against the projected new Chinese Exclusion Bill of the United States Government. We now understand that the Company in question is only an embryo one, while the comprodeor was engaged on the understanding that he should give his assistance and influence in native minded circles to secure the requisite number of shares in order to launch the company, as half of the capital was alleged to have been already guaranteed by certain well known wealthy financiers in New York.

The story now goes that certain wild spirits considering that the comprodeor in question was not acting up to the platform which had been drawn up for the purpose of showing Chinese dissatisfaction against the proposed new Chinese Exclusion Bill, sent an anonymous communication to that gentleman pointing out to him that he was not acting in accordance with the spirit of stipulations, which he, with certain others, had the reputation of having drawn up, and given out to the world and had received its sanction therefrom, in which case the senders of the anonymous communication were of the opinion that the least he could do in the matter would be to promptly sever his connection with the proposed company.

Apparently there was some delay in accepting the advice as above tendered, for to show their dissatisfaction with this delay it is reported that a sheet of paper containing a picture of a dagger was mailed to the comprodeor with the result that the latter is said to have promptly resigned. In the meanwhile another gentleman, a man well known in advanced reform circles, had taken over the work of canvassing for shares in this American company, and in fact which was also recounted, an anonymous notification was also sent to the new canvasser.

It seems that no attention was paid either to this or other subsequent notifications of similar import, with the result that, as we learn, a couple of days ago this gentleman was attacked in Hongkong by some persons, one of whom fired a revolver at him loaded with a blank cartridge while his richa could also received some blows when trying to come to his master's defence. We have not been told as to what followed after this attempt at enforcing the American boycott.

We understand that there was a meeting held on Wednesday by a large number of the native employees of the Imperial Maritime Customs service here, when speeches were made protesting against the provisions of the proposed new Chinese Exclusion Bill of the United States Government. The meeting also endorsed the platform already published in these "Notes," which is to be put into force in August next should the U. S. law on the new Bill as it stands, and it was voted that the result of the meeting should be duly notified to the employees of the I. M. C. throughout the country, and their support asked, so that the United States Government may know that China is united on the present question. We also learn from the North that the Wai-wup finds his hands decidedly strengthened by the firm and united front shown by all classes in the Empire.

Diarrhoea Remedy.

THIS remedy is everywhere acknowledged to be the most successful medicine in use for Diarrhoea. It always cures, and cures quickly. It can be depended upon even in the most severe and dangerous cases. Out-rigging all kinds of diarrhoea, and at the first unusual looseness of the bowels should be taken. Sold by All Dealers; WATKINS & CO., Ltd., General Agents.

SPORTING.

Volunteer Reserve Association.

The following were the principal scores in the Pool competition for the members of the Hongkong Volunteer Reserve Association held at the King's Park range on Saturday, viz:—

K. Macleod	...	44pts-24-08
W. G. Winterburn	...	51 + 16-67
J. G. Cow	...	54 + 2-04
P. L. Miller	...	42 + 24-00
L. G. Bird	...	56 + 0-02
J. H. Pidgeon	...	56 scr -54
A. Macleod	...	53pts-2-55
C. Colver	...	47 + 8-35
A. Moir	...	48 + 4-52
W. B. Boyce	...	44 + 8-52
W. H. T. Davis	...	44 + 6-50
F. Macleod

The King's Park (500 yards) Range will be available from 4 to 6.30 p.m. on Wednesday next, June 27, to enable those members who have not already shot for the Governor's Cup for June to do so.

THE WAR AND JAPANESE TRADE.

Remarkable Buoyancy.

Mr G. Barclay, Secretary to the British Legation at Tokyo, in a report on the trade of Japan for 1904, makes interesting statements as to the way in which Japanese trade has been affected by the war.

Thanks to the long period of cautious trading which followed the economic crisis of 1899-1900, Japan's trade was in a thoroughly healthy condition when the war broke out. Since then she has been in almost uninterrupted command of the neighbouring seas, so that her foreign trade has not suffered serious inconvenience from the enemy's cruisers. In addition to this, nature has come to the assistance of her industry, the field of rice and silk, indeed, being higher than ever before.

Owing to these circumstances Japan has borne the strain of the first twelve months of war with remarkable ease. Indeed, writing at Tokyo in March last, Mr Barclay was able to say that so far the heavy drafts made on the country's capital by loans and increased taxation, that a high level of the labour market and the general dislocation of the native shipping occasioned by the army's transport requirements, did not seem, generally speaking, to have impaired her commercial and industrial activity. Her foreign trade had reached a level not only in imports but also in exports considerably higher than that of any previous year. Undoubtedly particular industries had suffered notably the silk manufactures for the home market, and the smaller manufacturers and traders and many of them felt the pinch of restricted credit but the year had passed without any failures of importance. On the other hand, many industries, particularly farming and silk manufactures for the foreign market, as well as those industries which have helped to supply the war's requirements, had enjoyed a period of great prosperity.

It has been the policy of the Government to purchase as much as possible in Japan. It has been asserted that 70 per cent. of the war expenditure has been spent at home, and there are many examples of struggling industries which have been built up into successful concerns by the large demands on their capacity. Prices have not been so low as of a considerable time in ordinary times, and the manufacturers have thus been enabled to strengthen their position and to increase both their experience and production, so that we are likely to see Japan emerge from the war with her efficiency in certain branches of industry greatly improved. Prices have risen somewhat, but in most cases the rise is traceable to specific causes wholly unconnected with the currency, and such rise as there has been has not led to any general advance of wages.

It may fairly be hoped, says Mr Barclay, that the payment of the successive instalments of the domestic loans already floated, amounting to 280,000,000 yen (\$28,000,000), or now in contemplation, and the additional taxation imposed by the Diet, will suffice to prevent any serious inflation of the currency. The additional taxation amounts to some £7,500,000 for the year 1905-06, bringing the total increase in the people's burdens from the beginning of the war to nearly £14,000,000, or something like 81 per cent. of the total revenue from taxation in 1903-04. How far the country's general industry will be able to bear these increased taxes, of which one is an import duty of 15 per cent. and valorem on rice, remains to be seen, but the ease with which the domestic loans have been taken up, and the fact that the deposits in the leading banks and the post office savings bank show material progress for the year, are hopeful symptoms.

TUNNELLING THE HUDSON RIVER.

A Great Enterprise.

New York, April 23.—A gigantic engineering feat on the Pennsylvania Railroad—the tunnelling for two miles under the Hudson in order to bring passengers from the West direct into New York without using the ferry—is now in progress. The first attempt was made in 1882, when the river broke through and scores of workmen were drowned. The enterprise was abandoned. Another attempt was made in 1890, when the solid rock actually baffled the engineers. The present task, it is expected, will take four years to complete. The company, at the same time, are building a new station terminus twice the size of Liverpool Street, London. Three hundred houses have been demolished on the site in the heart of the city. Compensation has been paid to the tune of ten million dollars, and only a ground floor beer saloon is still standing on the site. Ten thousand workmen are engaged in the terminal excavations, and the tunnel is estimated to cost sixty million dollars. To avoid smoke in the tunnel, the locomotives will be substituted at Jersey City by electric engines to draw the trains under the bed of the river. Through the centre of the tunnel will be a low wall, parallel with the sides of the carriages and four feet above the metals. In case of accident the passengers will be able to walk along this wall, aided by the brilliant electric illumination to the terminus. The blasting of the rock goes on night and day, and the reverberating roar can be heard for 20 miles, while in Manhattan the sensation resembles a never-ending earthquake.

INSTigated by the Irish societies, the New York State Legislature has passed a Bill restoring various anti-English passages which had been expunged from the State school books by the Board of Education.

BY WHARF AND WAVE.

The new Italian class of battleships will be of 19,500 tons.

On the 10th instant the Prize Court at Sasebo declared the Norwegian steamer "Yegga" confiscated together with her cargo.

The United States authorities have under consideration the size of future battle-ships for their fleet of a tonnage which is to exceed 17,000.

The Japanese Government are designing a battle-ship of 18,500 tons, to carry twelve 10-inch guns and four 12-inch, and with a speed of 19 knots.

Tokyo, June 17.—The N. Y. K. S. "Owaru Maru," 629 tons net, from Muroran for Hakodate, went aground this morning in a fog. The passengers and mail were transferred to the "Isu Maru." It is hoped that the hull will be refloated.

It having come to light that one of the Russian war-ships sunk off Tsushima, Iwami province, in the course of the recent naval battle, carried about 100 mechanical mines on board, a warning has been issued by the authorities to steamship owners.

Among the Bills whose introduction in the Cortes has been authorized by the King of Spain is one for the reconstitution of the fleet, consisting of the construction of eight battle-ships of 14,000 tons, and of five armoured cruisers, as well as several other units. The expenditure will be distributed over 6 consecutive budgets.

The river steamer "Tufu Maru" (formerly the "Tahung Maru"), which has been reconstructed by Messrs S. C. Farman, Boyd and Co., Ltd., for the owners—the Osaka Shosen Kaisha—had a most successful trip on June 17, making an average of 13.3 knots on a mean draft of 5 ft. 8 in. aft and 3 ft. 6 in. forward.

Private shipbuilders will (according to a Glasgow message) shortly be asked to tender for an experimental torpedo-boat destroyer for the British Government. The boat will have a guaranteed speed of 38 knots, capable to over 40 miles an hour. She will have turbine machinery, and will be fitted for oil-fuel. She will also have a greater radius of action than the existing destroyers.

Tokyo, June.—Enquiries have elicited that the English coal-laden steamers "Lily" (?) and "Claverdale," 4,000 tons, bound to Japan, are missing, in addition to the "St. Kilda." The missing steamer "Lily" has not been reported since she left Colombo. The Claverdale has not been seen since she left Hongkong. Both steamers are fully insured.—The "Lily" and "Claverdale" it is believed were sunk by the ice in the north, and have no connection with the "St. Kilda."

The following surprising paragraph appears in the L. and C. Express of May 26:—

One of the most remarkable 'arrivals' is the case of the Belgian steamer "Lily," which reached Vladivostok on 19th inst. She left Hongkong on Jan. 26, at the time when the Japanese were capturing steamers for Vladivostok, and then disappeared. As no news was received of her capture by the Japanese warships, it was feared that the "Lily" had struck an ice floe and foundered with all hands. No less than 90 guineas per cent. had been paid as re-insurance on the steamer, and the vessel's arrival is a stroke of luck to underwriters.

The British battleship "Vengeance" arrived at Singapore on June 18 with Rear-Admiral Adair on board. The "Vengeance" went straight to Tanjong Pagar to coal. This work was soon completed and the vessel went to the Roads and anchored. The big cruiser "Diadem" arrived on the same day from Colombo, which was left on the 14th instant, whilst the Dutch warship "Konigin Regentes" arrived on June 17 from Tanjong Pagar. The man-of-war anchorage at Singapore presents an unusually full appearance with the four British battleships, the big cruiser "Diadem," and the Dutch warship "Konigin Regentes" all lying together.—Singapore Free Press.—[We hear that the "Vengeance" is in need of some slight repairs in Singapore, and that the "Ocean" is detained there for the present.]

The battle-ship which is to be laid down at Portsmouth Dockyard this year will receive the name of the "Dreadnought." Her tonnage, as already announced, will be 18,000 tons, or possibly 18,500, which will make her the biggest warship afloat. Mr Philip Watts has practically completed the design for this new great ship. The design was originally made in 1904 for the Lord Nelson and Agamemnon, but a question of dock accommodation caused the tonnage to be reduced to 16,000. Her dimensions are to be restricted to enable her to pass the dock galls and occupy the basins at our dockyards.

Some further particulars of the design and armament are now available, and engineering states that the vessel will carry 12 inch guns, an abnormally powerful armament which will make her equal to any two other battleships afloat. Not only is her gun power to be in excess, but she will be designed to travel at a speed two miles faster than any other British ship of the line. She is designed for a trial over 21 knots, and this makes her a new type of vessel, combining more than a modern battleship's enormous gun power with a cruiser's speed. This new type is the evolution of the armoured cruiser or battle-ship line, and will need a new classification. With regard to her engines, it is perhaps premature to speak. The successful experiments with turbine engines in one of the

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 26th at 12.5 p.m. The barometer has fallen on the China coast, particularly in the North. Pressure remains high over E. Japan, and a shallow area of low pressure lies over Shanghai. Gradients are slight in S. China and moderate S.E. winds may be expected in the Formosa Channel and the N. part of the China Sea. Forecast:—Moderate S.E. winds; showery. Telegraphic communication with Gap Rock is interrupted.

To-day's Advertisements

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship TOURANE, Captain Girard, will be despatched for the above ports TO-DAY, the 26th inst., at Midnight.

G. DE CHAMPEAUX, Agent. Hongkong, June 26, 1905. 1181

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at FREEMASONS' HALL, on SATURDAY, the 1st July, at 8.30 for 9 p.m. precisely. Visiting Brothers are cordially invited to attend. Hongkong, June 26, 1905. 1222

THE GREEN ISLAND CEMENT CO., LIMITED.

NOTICE. SHAREHOLDERS are reminded that the FINAL CALL of \$10 per Share on the new issue of Capital is due on the 30th June, 1905.

SHAW, TOMES & CO., General Managers. Hongkong, June 26, 1905. 1228

PUBLIC AUCTION. THE Undersigned has received instructions from THE OFFICIAL ADMINISTRATOR, to Sell by Public Auction, on

WEDNESDAY, the 28th June, 1905, at 11 A.M., at their SALES ROOMS, No. 8, DES VUEX ROAD, Corner of Ice House Street, the effects of the late JAMES MCLACHLAN, deceased.

ENGINEERING and DRAWING INSTRUMENTS, ENGINEERING and other BOOKS, and a QUANTITY of MISCELLANEOUS ARTICLES. Terms:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, June 26, 1905. 1225

PUBLIC AUCTION. THE Undersigned has received instructions to Sell, by Public Auction, on

SATURDAY, the 1st July, 1905, commencing at 2.30 p.m., at his SALES ROOMS, DUNDRELL STREET, a QUANTITY of VALUABLE HOUSEHOLD FURNITURE, comprising:—

SILK TAPESTRY COVERED DRAWING SUITE, BRASS ORNATEMENT, WRITING DESKS, BOOKCASES, &c. EXTENSION DINING TABLE, DINING CHAIRS, TEAR SIDEBOARD with BEVELLED MIRROR, DINING WAGGONS, &c. DOUBLE and SINGLE BRASS MOUNTED BEDSTEADS, WARDROBES with BEVELLED MIRROR, MARBLE TOP WASHSTANDS, BUREAU with BEVELLED MIRROR, &c., &c.

One HANDSOME CANTON BLACKWOOD SIDEBOARD with BEVELLED MIRROR, and a Selection of FINE ENGRAVINGS (including some Artists' Proofs). A Few TYPEWRITERS in Good Condition. Terms:—As Customary. On View from Friday, the 30th June, 1905.

GEO. P. LAMBERT, Auctioneer. Hongkong, June 26, 1905. 1229

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MONDAY, the 3rd July, 1905, at 2.30 p.m., within his Residence, "DUNDRELL," The Peak, a QUANTITY of HOUSEHOLD FURNITURE, comprising:—

OVERMANTEL with BEVELLED GLASS, BOOKCASES, SIDEBOARD, TABLES, CHAIRS, WARDROBES, BEDSTEADS, CUPBOARD, RUSS, SUNDRY BLACKWOOD FURNITURE and GLASS and CROCKERY WARE, &c. A QUANTITY of PLASTER in Pots. Catalogues will be issued. On View on and after Saturday, the 1st July.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Kamsang, having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 28th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers. Hongkong, June 26, 1905. 1220

To-day's Advertisements

THIS SPACE HAS BEEN RESERVED BY

KING BROTHERS.

3, New London Street, LONDON, E.C.

Hongkong, January 4, 1904. 20-1

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DIRECT IMPORTERS OF WINE, BEER AND SPIRITS from well-known Growers, BREWERS and DISTILLERS.

PRICE LIST ON APPLICATION. BARETTO & CO., Agents. No. 22 & 24, BARK B. BUILDING, Queen's Road. 1091

ROBINSON PIANO - COMPANY, LTD.

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PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

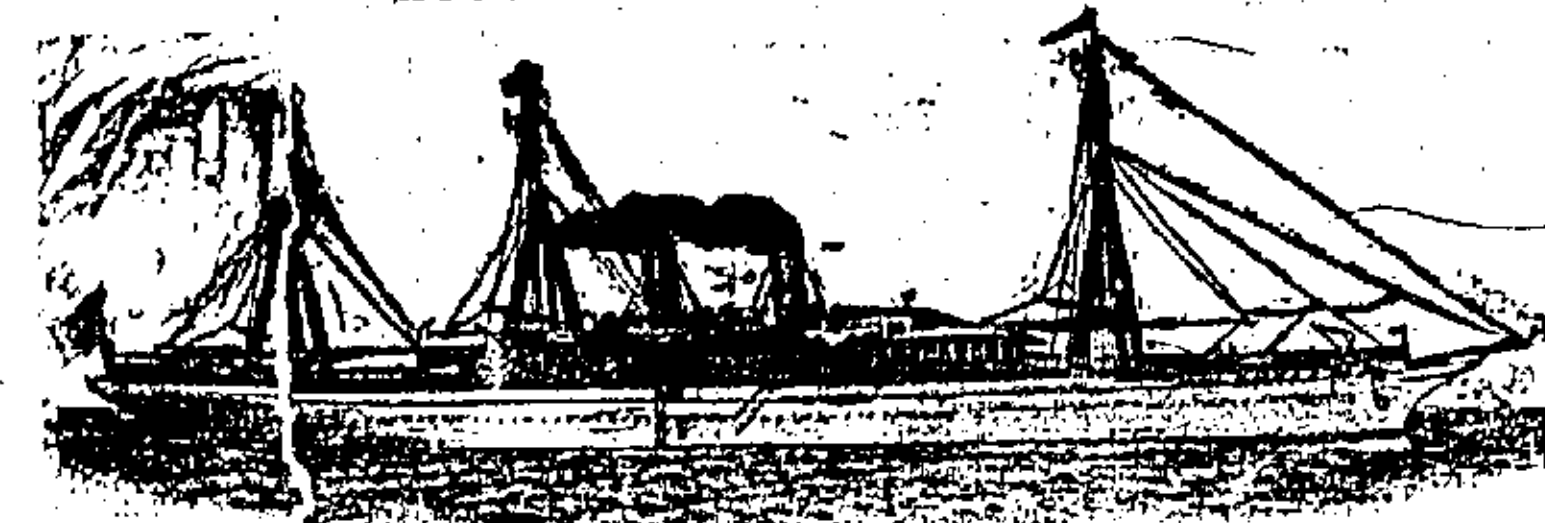
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS
SINGAPORE & BOMBAY	TIENSIN	About 29th June	Freight only.
SHANGHAI	CHUSAN	About 30th June	Freight and Passage.
LONDON, &c.	NUBIA	Noon, 1st July	See Special Advertisement
LONDON & ANTWERP, via Suez, Pango, Cebu Post Said and Marseilles	PALERMO	About 7th July	Freight only.

* Calling at Penang & Colombo if sufficient inducement offers.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co., Office,
Hongkong, June 24, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Saving 3 to 7 days across the Pacific.
R.M.S. PROVOKER SAILING FROM HONGKONG. (Subject to Alteration).
TARTAR Com. W. DAVISON, R.N.R. 4425 Tons WEDNESDAY, July 6.
EMPEROR OF JAPAN Com. R. F. PEARCE, R.N.R. 6000 Tons WEDNESDAY, July 12.
EMPEROR OF CHINA Com. R. ARCHIBALD, R.N.R. 6000 Tons WEDNESDAY, Aug. 2.
ATHENIAN Com. S. ROBINSON, R.N.R. 5822 Tons WEDNESDAY, Aug. 9.
EMPEROR OF INDIA Com. E. BERTHAM, R.N.R. 6000 Tons WEDNESDAY, Aug. 23.

Hongkong to London, 1st Class, via St. Lawrence £80. via New York £82.
Intermediate on Steamers, £40. " " £42.
and 1st Class Rail, " £40. " " £42.
THE magnificent 'EMPEROR' STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.

R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only
at intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to D. E. BROWN, General Agent,
Hongkong, June 21, 1905.

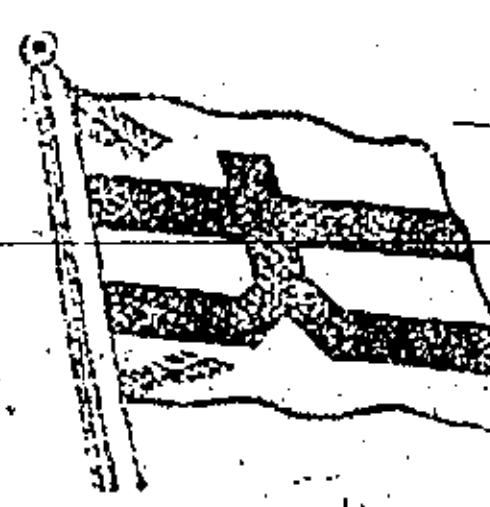
PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To Sail at DAYLIGHT ON
NICOMEDIA	4370	WAGNER	July 7, 1905.
NEMANTIA	4370	DERREMER	July 16, 1905.
ARABIA	4463	MYZENTHIN	Aug. 6, 1905.
ARAGONIA	5198	SCHULTZ	Aug. 26, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, June 24, 1905.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOY.	FRITHJOF	SUNDAY, 2nd, Capt. H. HARALDSEN, July, 8 a.m.
ANPING, VIA SWATOW AND AMOY.	PROMISE	MONDAY, Capt. THORSTENSEN, About July 3.
SHANGHAI, VIA SWATOW, AMOY AND FOCHOW.	OLARA-JENSEN	THURSDAY, Capt. DENKERT, July 6, 10 a.m.

ON account of the present state of political affairs, all the Company's New Steamers
have been requisitioned for Transport Service, and the above-named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Services.
As soon as the state of Affairs permit the Company will resume running with its spe-
cially designed New Steamers.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, June 25, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
FLAIDES	3753	F. G. Purlington	About July 12.
SHAWHUT	3608	E. V. Roberts	About July 20.
TREMONT	3606	T. W. Garlick	About Aug. 8.

† Cargo only.

SHARP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Shawhut and Tremont are fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA
For further information, apply to

Dodwell & Co., Limited,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, June 26, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	STENTOR	7th July
GLASGOW AND LIVERPOOL	PATROCLOS	14th July
GLASGOW AND LIVERPOOL	KERON	14th July
GLASGOW AND LIVERPOOL	PARKING	18th July
GLASGOW AND LIVERPOOL	ACHILLES	28th July
GLASGOW AND LIVERPOOL	ANTEROS	3rd August
GLASGOW AND LIVERPOOL	MACHAON	4th August
GLASGOW AND LIVERPOOL	ORISTES	5th August
GLASGOW AND LIVERPOOL	ULYSSES	9th August
GLASGOW AND LIVERPOOL	OPACK	9th August

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	GLAUCOS	14th July
LONDON, AMSTERDAM & ANTWERP	HYSON	18th July
* GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	20th July
LONDON, AMSTERDAM & ANTWERP	AXAX	18th August
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	18th August
* GENOA, MARSEILLES & LIVERPOOL	STENTOR	20th August
LONDON, AMSTERDAM & ANTWERP	PARKING	28th August

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES OF
AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and KENEC	QASFA	17th July
all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	MACHAON	7th August

WESTWARD.

FROM	STEAMERS	Due
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	TELEMACHUS	28th June
	QASFA	18th July

For Freight, apply to BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 22, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI	HANYANG	27th June
MANILA, WEIHAIWEI, CHEFOO, TEAN	YANBU	27th June
AND KIANTSI	YUNNAN	28th June
SHANGHAI, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHINOTU	1st July
MOLO & CEBU	LAIPONG	11th July

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light, Unrivaled Table,
A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, June 24, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon—anti-slip,
Electric Light—Perfect Cuisine—Surgeon and
Stewardess carried.—All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	A. H. Nodley	Manila	July 1, at Noon.
ZAFIRO	2540	R. Rodger	Manila	July 8, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co.
General Managers.

Hongkong, June 26, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR	STEAMERS	TO SAIL
FOR NEW YORK, via PORTS AND SUZ CANAL	S.S. INDRAWADI	About 28th July.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, June 23, 1905.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

Via PORTS AND SUZ CANAL.
With Liberty to Call at MALABAR COAST.
PROPOSED SAILINGS FROM HONGKONG,
STEAMERS, TO SAIL 1905.
MONTROSE About June 30.
ST HUGO About July 15.
RHIMOSA To follow.
For Freight and further information,
Apply to DODWELL & CO., LTD.,
Agents.
Hongkong, June 22, 1905.

FOR NEW YORK,
via PORTS AND SUZ CANAL.
(With liberty to call at the Malabar Coast.)
THE Steamship
KENNEBEC
To sail on or about 20th July, to be fol-
lowed by S.S. BREIZ-IZEL,
about the Middle of August.
For Freight, etc., Apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
4 Des Voeux Road Central.
Hongkong, June 26, 1905.

Shipping.

PACIFIC MAIL S.S. CO.,

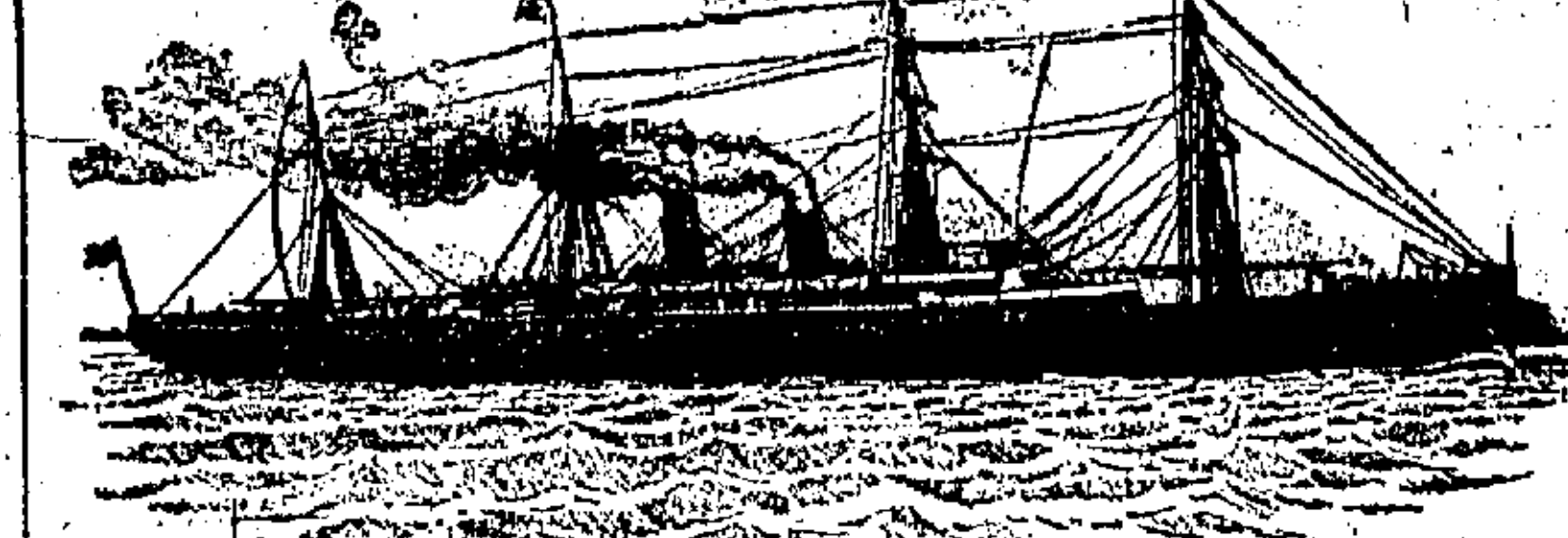
OCCIDENTAL AND ORIENTAL S.S. CO.,

TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU,
on Oahu, on the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	Gross Tons	THURSDAY	6th July, at Noon.
SIBERIA	11,234	..TUESDAY	18th July, at Noon.
MONGOLIA	3,639	..FRIDAY	28th July, at Noon.
CHINA	3,639	..FRIDAY	11th Aug., at Noon.
DORIC	4,784	..FRIDAY	18th Aug., at Noon.
MANOHURIA	13,639	..FRIDAY	1st Sept., at Noon.
KOREA	11,276	..THURSDAY	12th Sept., at Noon.
COPTIC	4,362		

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct.
18th-29th, 1902; 10 days, 15 hours.

THE P. M. Steamship SIBERIA will be despatched for SAN FRANCISCO, via
AMOY, SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA,
and HONOLULU on THURSDAY, the 6th July, at Noon, taking Freight for
the United States, and Europe. Passengers are allowed to break their journey at any
point en route.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and
South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the
Companies, QUEEN'S BUILDINGS.
Hongkong, June 26, 1905.

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL
SHANGHAI, via NINGPO, HANGSANG	..TUESDAY	June 27, at 3 p.m.
* SINGAPORE, PENANG	..TUESDAY	June 27, at Noon.
AND CALCUTTA	..TUESDAY	June 27, at 3 p.m.
SANDAKAN	..TUESDAY	June 27, at 3 p.m.
TIENSIN	..WEDNESDAY	June 28, at 3 p.m.
* MANILA	..FRIDAY	June 30, at 4 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang
and Yangtze Ports.
* Taking Cargo on through Bills of Lading to Lahad Dattin, Singapore, Tawau,
Kudat, Nonkan, Jesselton and Labuan.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

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SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks—

S.S. STEAMERS	Captain	J. P. DAWSON
S.S. COURTFIELD	J. W. MARTIN	
S.S. ORANLEY	W. E. STEELE	
S.S. IREAL	M. ROBERTSON	
S.S. ASCOT	Q. E. COE	
S.S. LOTHIAN	J. G. WILLIAMSON	
S.S. INKUM	E. S. PEARCE	
S.S. SIKH	J. ROWLER	
S.S. SORALA	GET. SUTHERLAND	
S.S. INDRASHAMA	R. P. GRAVES	
S.S. INDRAVALLI	J. COLLINGWOOD	
S.S. SEALDA	Geo. BROWN	
S.S. CATHERINE PARK	COPP	
S.S. INKULA	DEAN	

For Freight, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, February 9, 1905.

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DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOCHOW.
THE Company's Steamship
HAITAN,
Captain ROSEN, will be despatched for
the above Ports on TUESDAY, the 27th
Inst., at 11 a.m.
For Freight or Passage, apply to
DOUGLAS, LAIPRAK & Co.,
General Managers.

Hongkong, June 23, 1905.

1206

MESSAGERIES
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR	STEAMERS	TO SAIL
SALON, SINGAPORE, BA- TAVIA, COLOMBO, INDIA, ADEN, EGYPT, MAR- SEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.	MARIA VALERIE	..TUESDAY

THE Steamship
CALEDONIAN,
Captain GREGORY, will be despatched for
MARSEILLES on TUESDAY, the 27th
June, 1905, at 1 p.m.
Passage Tickets and through Bills of
Lading issued for above ports.
Cargo also booked for principal places in
Europe.
Next Sailings will be as follows—
S.S. OCEANIC July 11, 1905.
S.S. TONKIN July 20, 1905.
S.S. TONKIN August 8, 1905.
For Freight, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, June 13, 1905.

1143

Shipping.

'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship BENJAMOND

Captain HENDERSON, will be despatched as
above on or about TUESDAY, the 27th
June.
For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, June 24, 1905.

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STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITER-

RANEAN PORTS, PLYMOUTH AND

LONDON.

Through Bills of Lading issued for BATA-

VIA PERSIAN GULF, CON-

TINENTAL, AMERICAN AND

SOUTH AFRICAN PORTS.

THE Steamship NUBIA, Captain

F. J. FOX, carrying His Ma-

jesty's Mail, will be despatched from

this for BOMBAY, on SATURDAY, the

1st July, at Noon, taking Passengers

and Cargo for the above Ports in con-

nection with the Company's s.s. Mongolia,

9,000 tons, from Colombo, Passengers' ac-

commodation in which vessel is secured

before departure from Hongkong.

Suez and Valuable all Cargo for France,

and for London (under arrangement) will

